



OLD ENGINE 54 is honored on the occasion of the official welcome as the first train running between Provo and Heber.

The official welcome was held Oct., 1899.

Heber-Provo RR Line Dates From 1899

By WENDELL M. RIGBY

Railroad tracks between Provo and Heber were completed Friday, Sept. 29, 1899, and an official celebration was held Oct. 6 of that year in Heber marking the beginning of railway travel between Provo and Heber.

The 25.5 miles of trackage set the stage for a mammoth celebration that was held on Oct. 6, with seven stations along the route. However, there were no agents for any of them making the Heber station of prime importance.

Seven Stations

The seven stations included Smooth, Crahurst, Nunns, Falls, Forks, Wallsburg and Charleston. E. W. Sullivan was the agent at Heber and he participated in the grand celebration that marked the official opening of the route.

For the opening, the Denver and Rio Grande Railroad made up a train with seven cars, and people from all over the state were invited to come to Heber to join in the celebration.

The train arrived in Heber at 3 p.m. and was greeted by most of the townspeople from Heber and the surrounding area. The crowd moved from the railroad yards to the courthouse yards where a special speaker platform had been erected for the occasion.

Carried Dignitaries

The train carried the governor, J. T. Hammond, a large number of state officials, Provo City dignitaries and passengers

totalling some 400 persons. Abram Hatch, stake president, delivered the welcoming address and other speakers included Governor Hammond, James Chipman, state treasurer; Morgan Richards Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and United States Senator Reed Smoot.

There were also many railroad officials present as well as prominent individuals from all over the state, who stayed for the celebration. The train returned to Provo shortly after 10 p.m. following a free banquet that was held at the old Heber Social Hall. A dance was held at Turner's Hall.

Sharp Engineer

Harry Sharp was engineer for that first train with William Peterson, father of Florence Peterson Rigby of Provo as fireman, and McKenzie as brakeman. Seamountain was a member of that crew and Starr was conductor. That group

stayed together as a unit for nearly 40 years. The people of Heber honored them by naming corners in Heber Sharp Corner, Peterson Corner, McKenzie Corner as well as some other individuals getting honors.

It is believed that Fireman

Peterson took the picture shown herewith as he took most of the pictures in that period for the railroad.

Smoot Station, first on the route, was located near the tracks close to the present Calder Service tanks